

## Transfer Maintenance Minder Oil Life Info

The Maintenance Minder Oil Life info for a '05 Odyssey is stored in the PCM. When replacing the PCM, make sure you use the HDS to transfer this info to the replacement PCM.

All other Maintenance Minder info is stored in the gauge assembly. If you're replacing the gauge assembly, that info gets transferred to the replacement gauge assembly when you use the HDS to transfer the odometer mileage.

## Got DTC P0128? Replace the PCM

Got a '03–04 Pilot with a DTC P0128 (cooling system malfunction), but you can't find anything wrong to account for it? A faulty PCM could be the culprit.

During a cold start, the PCM monitors the engine coolant temperature (ECT) and calculates an expected coolant temperature. If the expected coolant temperature is a lot higher than the ECT reading, the PCM sets DTC P0128.

Some driving and climate conditions can cause the PCM to set this DTC when there isn't a problem with the vehicle. If you've got a DTC P0128, then replace the PCM with the appropriate part from this table:

Model Year	Emission Type	Part Number	Honda Code
2003	KA	37820-PVF-305	7640501
2003	KL	37820-PVF-306	7640519
2004	KA	37820-PVF-A54	7642119
2004	KL	37820-PVF-L54	7642127

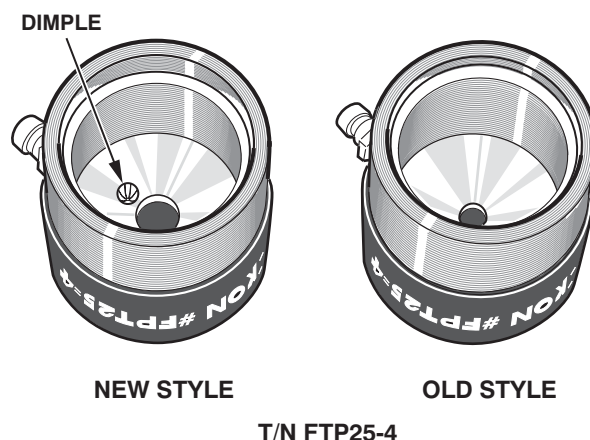
## O/M Error Alert: Wrong PAX Help Hotline Phone Number

There's an error in the '05 Odyssey O/M you need to be aware of. On page 357, it lists the PAX help hotline phone number as **1-877-729-5473**. This is a misprint. The actual phone number should read **1-877-729-8473**. All future copies of the O/M will be fixed to reflect this number.

## Use Special Adapter to Test Fuel Fill Caps Properly

If a customer comes into your shop hot under the collar that his or her vehicle flunked a state I/M (Inspection/Maintenance) program test (smog check), and all because of a fuel fill cap, don't rush off and replace the cap. The problem might not be the cap, but actually the equipment used for testing it.

If the smog check station is using a Waekon fuel cap adapter kit, they might not have the right adapter for testing the three-click-type fuel fill caps found on newer Honda models. These caps need a special adapter to test properly; otherwise, they'll flunk the test. This adapter (T/N FPT25-4) has a black cap and a dimple in the bottom. If your dealership is a state-certified smog check station, and you're *not* using this adapter, make sure you order one from Waekon at [www.waekon.com](http://www.waekon.com). (On the home page, click on **Quick-n-EZ parts**. Enter **FPT25-4** in the **quick search:** box, and click on **GO**.) This new adapter supersedes the original part.



A quick way to tell if the fuel fill cap is faulty is to check if the MIL is on. If it's not, the cap is OK and there's no need to replace it. You can also use the HDS to check that the OBD readiness codes are set and that there's no temporary DTC set for the EVAP system. If all is in order, the fuel fill cap is OK.

If the vehicle flunked the test at another smog check station, contact that station, as a customer courtesy, and tell them about this adapter. Although all smog check stations were sent letters from both Waekon and State Emission officials announcing the need for this new adapter, you might also want to print your customer a copy of this S/N article for extra ammunition.

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## S/M Fix: Reset PAX System Warning, '05 Odyssey

The steps for the PAX system warning reset procedure on page 18-82 of the 2005 Odyssey S/M are wrong. Cross them out, and use these steps instead:

1. To put the gauge control module into the self-diagnostic mode:
  - Turn the headlight switch to ON.
  - Press and hold the SELECT/RESET (instrument panel brightness) knob.
  - Turn the ignition switch to ON (II).
  - Within 5 seconds, turn the headlights to AUTO, then to ON, and then to AUTO again.
  - Within 5 seconds, release the SELECT/RESET knob, then push and release the knob three times.
2. Once the gauge control module is in the self-diagnostic mode, press and hold the INFO button on the steering wheel for 5 seconds to get to the CUSTOMIZE MENU.
3. Use the INFO button to scroll through to the PAX RESET screen, then press the SEL/RESET button on the steering wheel.
4. Use the INFO button to scroll to the appropriate wheel, and then press the SEL/RESET button on the steering wheel to reset the PAX warning system display. The screen should read **PAX RESET COMPLETED**. Repeat this step for each wheel that needs to be reset.
5. Use the INFO button to scroll through to EXIT, then press the SEL/RESET button.
6. Turn the ignition switch to OFF to exit the self-diagnostic mode.

## Dashboard Switch Not Lit? Replace Bulb, *Not* Switch

Got a vehicle with a dashboard switch that doesn't light? The problem could just be a burned out bulb. If the bulb is the culprit, refer to the appropriate S/M or to the parts catalog, and see if a replacement bulb is available. Many of the dashboard switches are designed with replaceable bulbs. There's no need to replace the entire switch if a simple bulb replacement will fix the problem.

## Sunglasses Holder Doesn't Stay Closed

If the sunglasses holder in a '04 Accord doesn't stay closed, the problem could be a damaged lock cam assembly. Refer to S/B 04-058, *Sunglass Holder Will Not Stay Closed*. It includes a repair procedure to replace the lock cam assembly. In some cases, though, you may need to follow an alternate repair procedure in the S/B and install a new roof console assembly instead.

## Buzzing or Clicking on Hard Acceleration

A loose wire harness mounting clip can cause a '03-04 Pilot to make a buzzing or clicking on hard acceleration that sounds like the A/T is on its last leg. To track down the culprit, do a torque converter stall test to apply a load to the engine and the A/T. Have someone jiggle the wire harnesses between the engine and the engine compartment bulkhead. Use a wire tie to secure any clip(s) that are loose.

This tip came to us from **Robert Moses** of Rock Springs Honda in Rock Springs, Wyoming. Thanks, Robert.

## Element Tire Edge Wear Is Normal

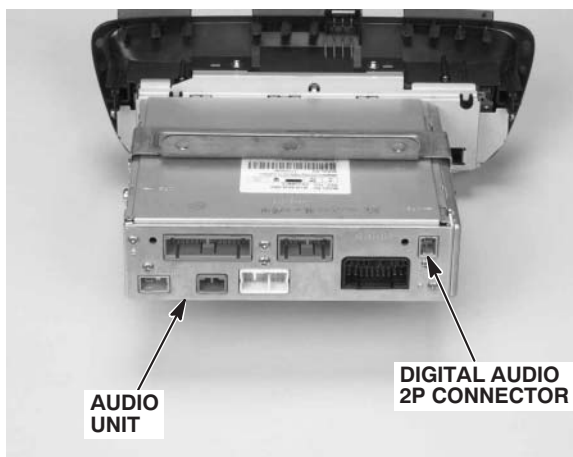
Have you gotten any complaints of tire edge wear from '03-05 Element owners? Due to the shape and tread design of the tire, normal tread wear can look like accelerated edge wear on these tires. This wear doesn't affect the tire's performance.

Remaining tread life should always be measured at the tread grooves. If you suspect the tire wear isn't normal, check if the tires are inflated to the specified cold inflation pressures listed on the doorjamb sticker and the wheel alignment is within spec. Also check if your customer is following the recommended tire rotation schedule in the O/M. If the vehicle checks out OK, and your customer has been faithfully following the tire rotation schedule, then check with the tire manufacturer for warranty resolution.

## No DVD Sound From the Wireless Headphones

In a '05 Odyssey EX-L or Touring model, if the digital audio 2P connector from the DVD player unit to the audio unit is loose, or it has an open or a short, you'll wind up with this situation:

- You can't hear any DVD sound through the wireless headphones, yet it comes out through the speakers OK.
- You can hear the radio through the wireless headphones.
- The RES display works normally.



To fix this problem, make any needed repairs, and make sure the connector is properly plugged into the audio unit.

## CHECK FUEL CAP Message In MID or Odometer Display

Got a '05 Odyssey in your shop with a **CHECK FUEL CAP** message in the MID (Touring Models) or in the odometer display (all other models)? Make sure the fuel fill cap is installed and tightened three clicks. Once your customer tightens the cap and the vehicle is parked overnight, the message should go off after the next drive cycle. As long as the MIL doesn't come on, everything's OK. If the MIL comes on, it means your customer either didn't tighten the cap after three driving cycles or there could be a problem in the system and the vehicle needs to be brought in for analysis.

## Navigation System Display Screen Complaints

Are you getting any of these navigation system display screen complaints from owners of '05 Odyssey EX-L or Touring models?

- The screen is always in day mode (it's bright at night).
- The screen is always in night mode (it's dark during the day).
- The screen is dark during the day but it's bright at night (turning on the headlights triggers day mode).

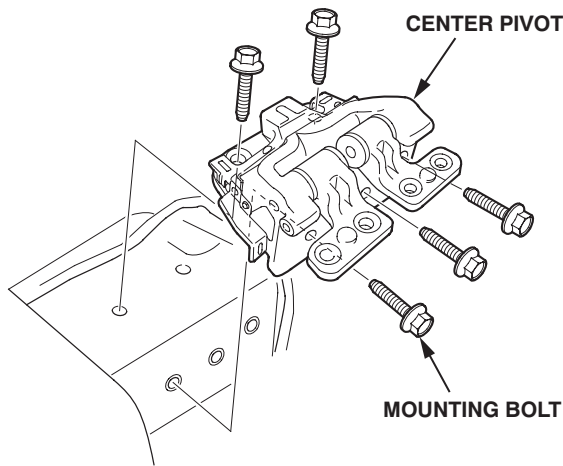
If these complaints have a familiar ring to them, maybe some of the screen settings need adjusting. Here's a simple procedure to check and adjust the various settings:

1. Check the settings on the first setup screen:
  - Make sure the brightness is set to mid-range or greater.
  - Set the display mode to **Auto**.
  - Make sure the contrast and black level are set to mid-range.
2. Check the settings on the second setup screen:
  - Make sure the map color (day) is set to *white or beige*.
  - Make sure the map color (night) is set to *black or blue*.
  - Make sure the menu color base is set to *black*.
  - Make sure the menu color window is set to *white*.
3. Write down any settings that were adjusted, and let your customer know exactly what you changed.
4. Adjust the instrument panel brightness. Turn the SELECT/RESET knob on the instrument panel clockwise until it stops (full bright), then turn it back a quarter turn.
5. Make sure the navigation system display is working properly.
  - Turn the ignition switch to LOCK (0). Then start the engine.
  - Touch **OK** on the disclaimer screen.
  - At the map screen, turn on the headlights. The screen should switch to night mode.
  - Turn the SELECT/RESET knob to full bright. This should switch the screen back to day mode. Turn back the knob a quarter turn.

## Surface Rust on the Third Row Seat Center Pivot

Some '05 Odysseys (from VIN 5FNRL....5B000001 thru 5FNRL....5B018584) may have unsightly surface rust on the third seat center pivot. If you get one of these in your shop, here's what you need to do:

1. Remove both third row seats (see page 20-186 of the 2005 Odyssey S/M). (On ISIS, enter the keyword **PIVOT**, and select **Third Row Seat Pivot Removal/Installation** from the list.)



NOTE: To remove the third row seat, you must use the stopper plate (T/N 82217-SHJ-A01) called out in step 11 of the S/M. It keeps the spring in the pivot from unwinding. This required special tool belongs in drawer #15 of the Body 1 tool storage cabinet.

2. Remove the third row seat center pivot (five bolts).
3. Use steel wool to remove any rust that's formed on the pivot surface.
4. Mask off the bolt holes and the bushing area on the center pivot, then apply a coat of spray paint. Make sure you spray the paint in a safe area away from the vehicle.
5. Reinstall the center pivot. Torque the bolts to **54 N·m (40 lb-ft)**.
6. Reinstall the third row seats.

This procedure came to us from **Brian Menihan** of Courtesy Honda in Sanford, Florida. Thanks, Brian.

## Don't Skip DIAGNOSIS Steps in S/B 03-078

We can't emphasize enough how important it is to do *all* the steps called out in **DIAGNOSIS** for S/B 03-078, *Brake System Indicator Comes On and Goes Off*. It's particularly important that you're checking the movement of the float in the master cylinder reservoir and you're doing the continuity check for the reservoir cap. If you skip these steps, it could lead to needless replacement of the float and cap, and a future come-back from your customer.

## Harsh or Noisy Downshifts When Slowing Down

Are owners of A/T-equipped '02-04 CR-Vs or '03-04 Elements complaining of harsh or noisy downshifts from 3rd to 2nd or from 2nd to 1st when slowing down? The problem most likely has something to do with the software and not the A/T. This problem frequently follows a DTC P0122 (TP sensor circuit low voltage), a replacement of the throttle body, or both. To fix this problem, here's what you need to do:

1. Make sure the HDS is loaded with the latest software, then connect it to the 16P data link connector (DLC).
2. Turn the ignition switch to ON (II). Turn on the HDS.
3. Follow the prompts on the HDS, and update the PCM. If the PCM already has the latest software, reset it instead.
4. Do the idle learn procedure:
  - Make sure all electrical items (A/C, audio unit, defogger, lights, etc.) are off.
  - Start the engine, and let it warm up to normal operating temperature (cooling fans cycle twice).
  - Let the engine idle with the throttle closed for **10 minutes**.
5. Test-drive the vehicle to make sure the A/T shifts properly and the noise is gone.

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## Window Film: How to Remove and Control It

We've all seen it: that cloudy gunk that forms on the inside of vehicle windows, especially on new ones. But just what causes it, and how do you remove it and keep it under control?

Lots of things can cause window film: tobacco smoke, condensation, dust, and especially nontoxic outgassing of the plastics, foams, and vinyls typically used for vehicle interiors. When the inside of the vehicle gets hot, these substances form a cloud that sticks to windows. Outgassing is common to all new vehicles; not just Hondas. In fact, it's what gives vehicles that enticing "new car smell."

The best way to get rid of this stuff is to mix yourself a brew of one part white vinegar and ten parts water. Pour it into a spray bottle, and apply it to the inside of the windows. Use newspaper to wipe the window clean, but keep it away from the upholstery and trim to avoid staining them. Keeping the windows clean is important not just for good driving visibility but for effective defroster performance as well. To enhance your customers' service experience, make it a habit to remove window film as part of servicing their vehicles.

Tell your customers they can limit the formation of window film by parking their vehicles in the shade, leaving the windows slightly open if they're parking in the sun, and making frequent use of that highly popular auto fashion accessory: the windshield sunshade.

There's one good thing about window film though, it's *not* a long-term problem. As the vehicle gets older, outgassing tapers off, and the problem—like an old soldier—just fades away.



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